

**THE ALBUQUERQUE  
EVENING HERALD**  
CENTRAL PRINTING COMPANY, Publishers

THOMAS HUGHES, General Manager  
H. A. BREWER, Managing Editor

Published every afternoon and Sunday morning at The Herald Building, corner of Copper Avenue and North Third Street, Albuquerque, New Mexico.

Entered as second-class matter at the postoffice at Albuquerque, New Mexico, under act of Congress of March 3, 1879.

**SUBSCRIPTION RATES**

Daily and Sunday: One month, by mail or carrier . . . . . \$5.00  
One year, in advance . . . . . \$50.00  
Weekly, by carrier . . . . . \$2.00

**TELEPHONE 345**  
Switch exchange connecting all departments

**FOREIGN ADVERTISING  
REPRESENTATIVES**  
FRONT, LANTIS & KORN  
125 Fifth Ave., New York, N. Y. Phone Madison Square 8225  
People's Gas Building, Chicago, Ill. Phone Harrison 1000  
Gardner Building, Atlanta, Ga.

**MEMBER OF THE ASSOCIATED PRESS**  
The Associated Press is exclusively entitled to the use for reproduction of all news dispatches credited to it or otherwise credited in this paper, and also the local news published herein.

TUESDAY, MAY 23, 1922

**NEW MEXICO'S INTEREST  
IN THE TARIFF BILL**

**SENATOR UNDERWOOD'S** recent extended remarks in the senate in opposition to the republican tariff bill were confined to the tariff of 33 cents proposed on wools. The democratic senate leader made the stock argument against a tariff, that the protection afforded the wool growers of this nation would be at the expense of American consumers, that protection of a single industry was being accomplished at the expense of all the people.

If wool were the only American product proposed for protection by a tariff this argument might hold, although the percentages of cost which Senator Underwood argues will be imposed upon the consumer by the wool tariff, are unduly high.

But a national policy protection places a tariff upon a great variety of products so that all industries, all classes, all occupations share in some portion of the protection. The increased costs imposed by a tariff, when such actually occur, are absorbed by increased earnings made possible through the tariff imposed for the protection of some other product.

The tariff on wools may make an imperceptible increase in the cost of men's clothing, which if standing alone, might prove a hardship to consumers. But the other tariffs imposed upon many other imports so advance the profits and the earnings of labor in a thousand other industries as to far more than compensate for the slight advance in the few pounds of wool that actually enter into a suit of clothes.

The argument of an increased consumer cost, due to a tariff for protection of American industry has always been fallacious and always will be, for the simple reason that the whole policy of protection so sustains earning capacity in all industries as to permit absorption with benefit of the increases that actually occur in living costs.

The maxim that a protective policy means prosperity in this nation has never yet failed of demonstration. It will not fail now.

This is particularly true of New Mexico and of New Mexico's wool industry. Free wool has always meant falling prices and declining prosperity in this state, as in the other states wherein wool growing is a major industry. In view of this fact, which is easy of demonstration, it is difficult to see how New Mexican people can find it consistent with their own interests to support the national democratic free trade policy.

Mr. Underwood says that the tariff on wool benefits "only a few great stock growers." But Mr. Underwood, clear-thinking statesman that he is, must have known that the wool statistics of the nation prove that the "great flockmasters" of the west produce but a minor fraction of the nation's annual production, and that it is the small flockmasters of the farming areas who produce the best and the most of the clip. When the senator argues that the American farmer keeps no sheep and does not overbalance the increase in his clothing cost from the increase in his revenues from wool he has simply been careless in his figuring or has neglected to figure at all.

The cold, indisputable fact is that free wool benefits only one class, namely the manufacturers of the eastern seaboard. It increases their profits. It does not decrease clothing costs. It does not help the labor these mills employ. Free wool aids the very smallest class and the smallest number of citizens, while a protected wool industry aids directly the farmers and flockmasters of the whole nation and quite as directly the business and manufacturing interests of vast extent which depend in large measure on that industry for prosperity.

Why should any citizen in New Mexico, alive to his or her personal interests and the general welfare of this state, vote to end to congress Democratic representatives committed to that party's policy of free trade and against the demonstrated benefits of protection?

The answer has not yet been supplied. No doubt it will be attempted in the approaching campaign. The effort will fail to carry conviction because it is against the facts.

**THE AIR SERVICE**

The house has restored to the Post Office Appropriation bill a \$1,000,000 item for an air mail service, and the government expects to create an aerial "white way" from New York through Chicago, Omaha and Denver to San Francisco, by placing signal lights so that planes can make the trip by night as well as day.

It is good to see signs that the country is awakening to the need of adequate preparation in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

**A THOUGHT**

Cast thy burden upon the Lord, and He shall sustain thee.—Psalm 55:22

In breathing there are two kinds of blessing: inhaling the air and exhaling it; the former is recreative, the latter refreshing, so strongly is life mingled. Thank God when he lays a burden on us, and thank Him when He lifts it off—Coeche.

should be saddled with the costs of a system whose utility for postal purposes is open to doubt.

**THE OLDEST MYSTERY**

**L**THE Swastika, so familiar to us here in the southwest, is the oldest symbol in the world. Also, it is the oldest mystery.

You find it engraved on primitive tools, dug up in the mounds of the Ohio, Tennessee and Mississippi mound-builders, who inhabited America before the Indians.

The Swastika also is found in the most ancient ruins of Alaska, Mexico, Brazil, Egypt, Babylon, China, Japan, India, Assyria, Persia, Tibet, Greece—and nearly every other country in the world, including obscure islands.

Buddha, according to myth, carved the Swastika on the soles of his sandals, and oriental statues of him often have their feet decorated to correspond.

The Swastika is the international symbol for good luck and general welfare—like our horseshoe, the negro's rabbit-foot and the "chung-mun-fui-goi" sign that is painted on the door of nearly every Chinese home.

The Swastika's origin is unknown. But archaeologists, the ditch-diggers of science, have traced it back to the beginning of the Bronze Age, 4500 years ago.

For all we know, the Swastika may have been old then.

How did it spread over the earth and become known in countries that are supposed to have had no knowledge of each other in ancient times?

Christopher Columbus unquestionably knew the Swastika, possibly had it painted on his ship for luck. Yet, mark that it was used by the mound-builders in America centuries before Columbus was born. How did they get it?

The only plausible explanation of the universal use of the Swastika comes from China.

The Chinese—who claim that their explorer, Fu-Sang, visited America 1000 years before Columbus—believe that civilization travels in an endless wave—up 30,000 years, then down 30,000, so on forever. That's why Chinese mythology tells of "flying men" far back in antiquity.

The earth may be 1,000,000 years old, says Prof. William Duhame, of Harvard Medical school. He bases his calculation on radiocarbon.

Regardless of the number of years, queer things are buried back there in the past, as shown by the Swastika, oldest mystery.



**THE REFEREE**

By Albert Apple

**HUM-RUNNING**

An American bootlegger gets in touch with a Canadian distiller. He buys a carload of whisky and has it shipped to an imaginary person in Mexico. The railroad shipment is routed across the United States, as permitted up to now by law.

While the whisky freight-car is in an American railroad yard, it is broken into by the bootlegger. He steals his stuff and goes.

Canadian distiller doesn't care. He has his money already paid in advance. No complaint of course from the imaginary consignee in Mexico. All around, it's a beautiful arrangement.

But the national supreme court now rules that liquor moving from one foreign port to another, can be seized on American territory, under the prohibition laws.

One by one, the whisky leaks are being sealed.

**BIRD-MAN**

An airplane without a motor is being built by Edmund T. Allen, student in Boston. He calls it a bird-plane.

Will you read of Allen's death, in a week or so, when he makes his first flight? Not necessarily, an European glider recently stayed aloft in the air 21 minutes.

The most successful artificial-wing plane will never have a wide market. Civilized man is lazy, does nothing that he can get a machine to do. Then, too, no need without a motor, and most of us are speed-maniacs.

**PIONEERS**

Born in Connecticut in 1844, Mrs. Henry F. Peabody repudiated about her marriage 60 years ago. On the wedding day, her husband had only \$5 cash, but she says it was ample for paying the minister and honeymooning for a week.

She got an idea of how prices have changed when Mrs. Peabody recalls that tailors made a man's coat in those days for 25 cents. And the Peabodys living expenses were only \$152.45 the first year of their marriage.

Wages, however, were correspondingly small. That's the joker.

**SWARMING**

Ontario province, Canada, finds that its total population is only a trifle larger than Chicago. Crammed into less than 200 square miles of city are as many people as in the 401,284 square miles of Ontario.

That is the answer to about nine-tenths of the problems of so-called "civilization." Swarming breeds our troubles.

**BOOK-WORMS**

Robertson Smith might have been valedictorian of his class this year at the University of Chicago. He was not one of the running because he couldn't win himself 10 times.

Smith had all the mental-credit qualifications for official class orator. But after he had clinched himself seven times, his muscles went back on him.

It will amaze out-time graduates to learn that no A student no longer is a star unless he measures up to certain athletic standards. A good many will consider it ridiculous, which it is, despite the value of gymnasium training.

One of the troubles with Americans is that we go to extremes in everything.

**GRAIN**

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.

With the end of the running until 1927, American grainsmen would be reasonably sure of good harvests, since better prices than if a flood of grain were pouring down through the harbors.

There's many a slip, etc., however. Five years is a lot of time.

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.

With the end of the running until 1927, American grainsmen would be reasonably sure of good harvests, since better prices than if a flood of grain were pouring down through the harbors.

There's many a slip, etc., however. Five years is a lot of time.

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.

With the end of the running until 1927, American grainsmen would be reasonably sure of good harvests, since better prices than if a flood of grain were pouring down through the harbors.

There's many a slip, etc., however. Five years is a lot of time.

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.

With the end of the running until 1927, American grainsmen would be reasonably sure of good harvests, since better prices than if a flood of grain were pouring down through the harbors.

There's many a slip, etc., however. Five years is a lot of time.

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.

With the end of the running until 1927, American grainsmen would be reasonably sure of good harvests, since better prices than if a flood of grain were pouring down through the harbors.

There's many a slip, etc., however. Five years is a lot of time.

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.

With the end of the running until 1927, American grainsmen would be reasonably sure of good harvests, since better prices than if a flood of grain were pouring down through the harbors.

There's many a slip, etc., however. Five years is a lot of time.

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.

With the end of the running until 1927, American grainsmen would be reasonably sure of good harvests, since better prices than if a flood of grain were pouring down through the harbors.

There's many a slip, etc., however. Five years is a lot of time.

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.

With the end of the running until 1927, American grainsmen would be reasonably sure of good harvests, since better prices than if a flood of grain were pouring down through the harbors.

There's many a slip, etc., however. Five years is a lot of time.

It is good to see signs that the country is awakening to the need of adequate preparedness in the air as a defensive military measure.

The abandonment of the air mail service and of the naval air reserve were disconcerting symptoms of a lack of comprehension of the real air situation as between the nations. But it remains a question whether the postoffice

will not be able to export grain for at least five years. That is the report of a special agent of the department of commerce.